

The Standard.

ESTABLISHED 1870.

An Independent Newspaper, published every evening except Sunday, without a muzzle or a club.

WOMEN CRYING TO VOTE AND WOMEN REFUSING TO VOTE.

On last Tuesday many citizens were registered, but there are today 4119 unregistered voters. Out of a total of about 11,000, nearly one-half of those who are free to register have failed to do so.

This is a most startling condition.

What is wrong with our citizens? Have they lost interest in the country's welfare? Are they inclined to evade the responsibility imposed by suffrage, and do they expect the government to run on without them?

There should be a law to require the publication of the names of those who fail to register and vote.

Elections are held for the purpose of obtaining a consensus of opinion of the citizens, but if one-half of the people remain away from the polls, the expression falls far short of what it should be.

There were only 1572 persons registered on the three registration days. On October 31 and November 1, the two remaining days of registration, vigorous efforts should be put forth to bring in the 4119 still off the books.

Register and vote, or give up the right of suffrage.

Ten thousand women in the employ of one of the great political parties are going through the nation proclaiming they are slaves because they cannot vote. At least, 2000 women in Ogden, who have been urged to register, have failed to do so. Either the bewailing of the females from the east is false, or the local women do not realize how serious is their self-abnegation.

CAR SHORTAGE AND COAL SUPPLY.

The tremendous, unprecedented prosperity of the country is bringing us close to a few uncertainties which are somewhat disturbing. Prices of foodstuffs are going so high as to cause uneasiness, and the car shortage on the railroad forecasts a winter during which the coal supply may be a source of worry.

Over in Colorado the car shortage is now being felt and one of the Denver papers states that a loss of hundreds of thousands of dollars worth of crops is imminent in Colorado through lack of railroad cars to move waiting shipments. At Grand Junction alone there is \$400,000 worth of apples about to spoil. The potato crop in the San Luis valley is in equal danger. And the livestock growers also are sending forth a desperate wail. Colorado's prosperity is seriously threatened.

Heads of the railroads in Colorado say they have no cars, but are doing everything within human power to get cars. They say most of their rolling stock is tied up on sidings along the Atlantic seaboard, filled with goods awaiting ships for Europe, and that no amount of persuasion or penalties can get these cars unloaded and started back West.

The situation in Colorado has be-

come so serious that several large shippers, such as the Great Western Sugar company, have issued appeals to other shippers to join in a general movement for the speeding of freight cars on their way. Heads of the sugar company urge all firms receiving carload shipments to find out in advance how long it will take to unload those cars and then have sufficient labor or machinery on hand ready to do the work in the fewest number of minutes, so the cars can start back from whence they came without an hour's delay. They urge that the detention of a single freight car for an hour and a half when it actually is needed only one hour at the unloading point, means serious loss to other shippers.

At the Ogden headquarters of coal mines in Wyoming the statement is made that it is almost impossible to get the required number of cars to move coal which has been ordered.

The end of the fruit crop is being moved from California, livestock is being rushed to market and beans are being transported. A little later the cars used in that traffic can be employed in conveying coal, and it is possible the threatened shortage will not develop.

This is the time though for far-seeing housewives to be storing coal for the cold days of January.

WHAT THE SUBMARINE CAN DO.

Our unpreparedness is emphasized by the recent visit of the German submarine U-53, and the exploits of the undersea craft is made the subject of an article by Rear Admiral B. A. Fiske of the United States navy, former chief of ordnance, and one of the foremost authorities in the world on naval affairs. The rear admiral says:

Presumably the national characteristic instinct for action instead of words, which has created the most perfect military fighting machine that the world has ever seen, inspired the U-53 to enter Newport harbor without any preliminary announcement, to leave it with similar taciturnity, and then immediately to sink six ships in 24 hours.

If the U-53 got as far as the vicinity of Newport undetected, she could have gone into the harbor itself undetected, and could have sunk one or more of our battleships without our even knowing the cause of their sinking.

If she could go into Newport she could go into New York harbor, or to Philadelphia, or Baltimore, or Boston.

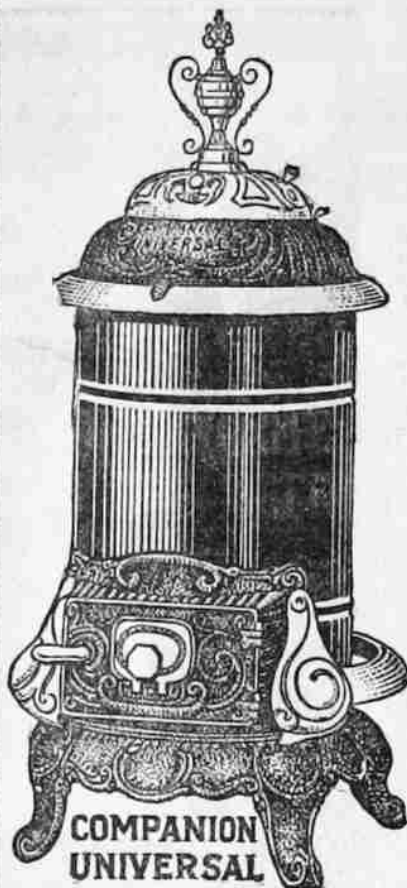
If one submarine could go, more could go. How many submarines of the same remarkable type as the U-53 Germany has we do not know, but we have every reason to believe that she has a great many, efficiently built and efficiently handled. Therefore, the recent demonstration of abilities of the new German submarines is exceedingly important. How important it is we do not know yet.

It depends entirely upon how widely it wakes the American people up to a comprehension of the demonstrable facts.

Continuing, he says: That this country of one hundred million people should find itself in such a condition of unpreparedness is unfortunate; that it may be disastrous in the end is shown by many facts in history, since similar conditions have been

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disastrous to many nations in the past. In fact, all the nations in the past that have been great, and then fallen from greatness, fell because they have permitted themselves to lapse into a condition of unpreparedness, of which some warlike nation has taken advantage.

The U-53 does not of herself constitute a great danger to the United States; but the condition of national defenselessness which her startling appearance off Newport illuminated, and which the instantaneous drop in stocks confessed, constitutes a national danger of the most formidable kind.

If one submarine could come across a fleet could do the same; that is, a war fleet of battleships, cruisers and the rest, which we should be compelled with our present fleet to meet.

The chief lesson which the U-53 has so clearly demonstrated is the fact that we should receive no warning of our danger; for if we were not in a war with a real military European country, we shall find that it will be almost as difficult to get warning of the coming of their fleet as it would have been to discover the approach of the U-53.

The chief reason for this that we have no scout ships or battle cruisers with which to find an enemy fleet.

And in speaking of what a blockade would mean to this country, Admiral Fiske states:

The blockade would be far more expensive to the blockaded country, which would be compelled to yield in the end, than to the enemy. Of course, the longer we hold out, the greater the indemnity we should have to pay. The expense of blockading, therefore, would be merely a profitable investment for the blockade.

It is true, of course, that actual invasion of a country from the sea would be a greater disaster than blockade, and danger from invasion has been the reason given by Great Britain for the building of her own great navy, and it is also true that in the minds of many people the primary reason for a navy has been for defense against invasion.

But why should an enemy take the trouble to invade the United States, when it would be so much easier and cheaper to establish a blockade of our coast? A blockade would, in the end, accomplish everything that an enemy could desire, especially if it were enlivened by the occasional dropping of thousand-pound shells into Wall street and the Brooklyn navy yard.

WILSON FAVORITE
IN THE BETTING

Salt Lake, Oct. 21.—The supporters of Nephil L. Morris forged slightly ahead yesterday in local betting circles, but the amounts were small, and only even money was offered on the state result. President Wilson remained the favorite in the national results, although some of the larger amounts offered were covered by the Hughes backers. However, there are a number of wagers on Wilson not yet covered. One Hughes supporter was so dubious of the result in the national election that he asked for odds of two to one.

The new wagers posted were \$50 even Wilson carries Salt Lake county; \$25 even Morris carries Third precinct; \$10 Morris elected; \$100 Wilson elected; \$20 to \$100 Wilson, Bamberger, King and Mays elected; \$100 even can't name five states Hughes will carry; \$100 even Bamberger receives 6000 votes more than Spry did in 1912; \$120 even Wilson elected; \$75 to \$50 Corless elected; \$50 to \$40 Iverson elected; \$175 to \$100 Corless elected; \$50 even Hughes carries New York state; \$110 to \$100 Wilson elected; \$10 to \$20 Hughes elected.

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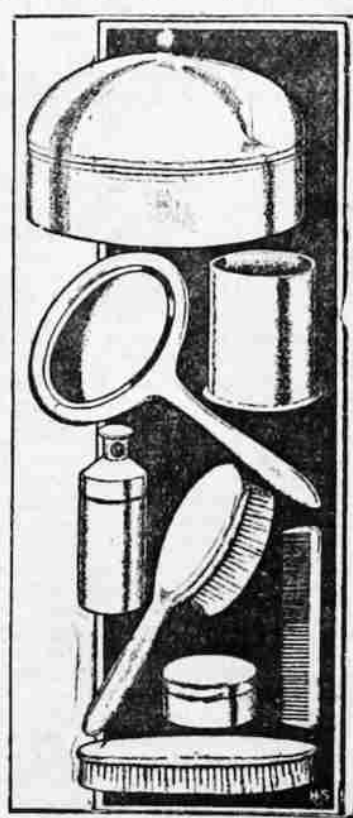
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